

MEMO

TO: Transportation & Communications Committee (TCC)

FROM: Philip Law, Associate Regional Planner, law@scag.ca.gov, (213) 236-1841

SUBJECT: Ontario International Airport Vicinity Ground Access Plan

DATE: November 4, 2004

RECOMMENDATION: Information Item

SUMMARY: As part of the Regional Transportation Plan update process, SCAG is required to develop a regional ground access improvement program for the airport system. Accordingly, SCAG has initiated a ground access study for the Ontario International Airport, working closely with the City of Ontario, San Bernardino Associated Governments, Caltrans, and Los Angeles World Airports.

SCAG's consultant project manager, Vigen Davidian of Meyer, Mohaddess Associates, will brief the TCC on the current status of the ground access study.

FISCAL IMPACT: All work related to the Ontario Ground Access Plan is contained within the FY 2004-2005 budget and does not require the expenditure of any additional financial resources.

BACKGROUND & STATUS

Over the last 20 years, Ontario International Airport (ONT) has become an essential part of southern California's commercial aviation system. Today ONT is one of the fastest growing commercial airports in Southern California and is ranked among the top 100 busiest airports in the United States for both commercial and cargo services. Passenger traffic at ONT has more than tripled since 1980 and air cargo operations have also grown substantially. The SCAG Regional Transportation Plan (RTP) forecasts 30 million annual passengers and 2.25 million tons of cargo at ONT by 2025. This rapid growth in air traffic at ONT and the shortfall in capacity at other regional airports have emphasized the need for expansion of facilities at ONT. With this expected expansion and the projected heavy growth in local and regional traffic in the Inland Empire, it has become clear that accommodating future growth while managing congestion on the adjacent arterials and freeways will require a significant investment of public resources.

Against this background, the Southern California Association of Governments (SCAG) initiated the Ontario Airport-Vicinity Ground Access Plan (GAP) study in late 2003. The purpose of this study is to identify the most effective ground access improvements and the most appropriate institutional arrangements that are capable of achieving the project objectives with the most efficient use of public funds.

The objectives of the study are as follows:

- identify and quantify existing and future ground access deficiencies;
- develop and evaluate comprehensive alternative improvement strategies;
- prioritize these alternative strategies; and,
- coordinate the actions of local, regional and state governments in developing a comprehensive implementation program for the recommended Ground Access Plan

Working closely with SCAG on this project are the City of Ontario, San Bernardino Association of Governments (SANBAG), Caltrans District 8 and Los Angeles World Airports (LAWA).

The ONT GAP is one of many important projects taking place in the region. Also underway are LAWA's ONT Airport Master Plan and its Environmental Analysis, various related development projects in the vicinity of ONT, SCAG's Regional Transportation Plan (RTP) Regional Airport Ground Access Recommendations, SANBAG's Development Mitigation Nexus Study Project, San Bernardino's Countywide Measure I Extension and Development Nexus Fee program, the SR-91 Corridor MIS Study and ongoing Maglev studies, to name a few. The ONT GAP will consider all these projects in developing its final recommendations.

This multi-agency, multi-jurisdictional program, includes a Public Outreach component, through which the project team will communicate the findings of the study to and hear from key project stakeholders throughout the study via regular Steering Committee and Advisory Committee meetings, mailings to interested parties and updates via project website.

It is important to note that the ONT GAP project will develop and prioritize subregional and regional circulation improvement projects to help facilitate existing and future access to the Ontario airport. However, these strategies are not intended to be and/or may not necessarily be improvement measures to mitigate the impacts of the airport's proposed expansion, which will be identified as part of the currently on-going Airport Master Plan EIR/EIS process.

The project study area for ONT GAP is defined in two levels as shown on the attached figure. The boundaries of the broader study area include: SR-71 Freeway to the west, the SR-210 Freeway to the north, I-215 Freeway to the east and SR-91 Freeway to the south. More detailed arterial and surface street analysis will be conducted for roadways and intersections within a focused study area bounded by the following roadways and freeways: Euclid Avenue on the west, I-10 Freeway to the north, Etiwanda Avenue to the east and SR-60 Freeway to the south.

The following project tasks have been completed through September 2004:

- Analysis of existing traffic operating conditions in the project study area
- Development and validation of a focused travel demand model for the airport and the project study area

- Identification of existing and expected future airport trip distribution and major travel routes and corridors to and from the airport
- Development of a comprehensive public outreach program
- Identification and analysis of base regional transportation improvement strategies, including those in SANBAG's Measure I and Mitigation Nexus Fee Program
- Evaluation of future capacity deficiencies within the study area assuming funded, programmed and currently planned improvements
- Development of a list of project evaluation criteria
- Investigation of additional improvement strategies

Next steps include:

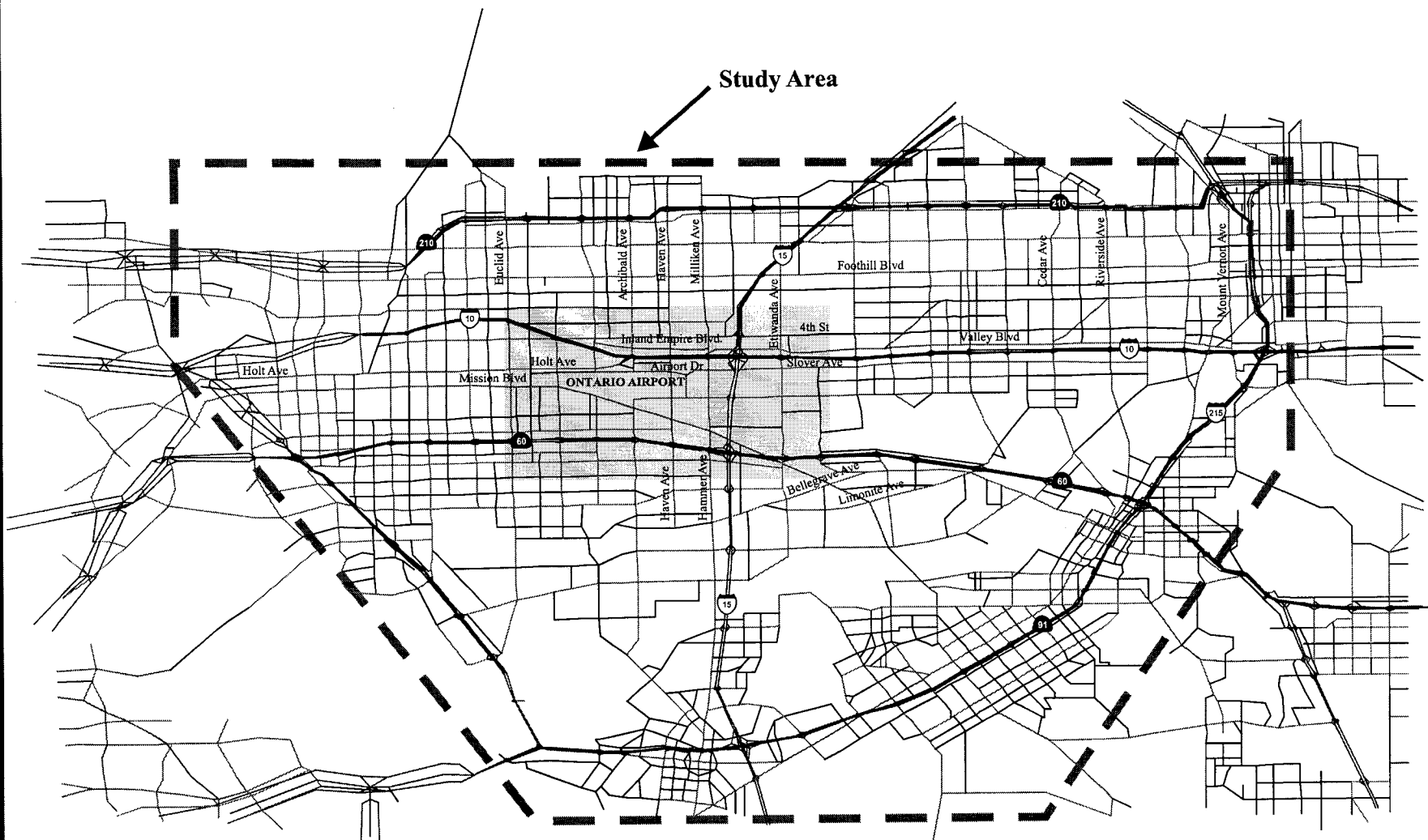
- Identification and evaluation of additional improvement strategies
- Development of project cost estimates and feasibility
- Analysis and selection of improvements
- Development of prioritization and implementation plan

For additional information contact:

Philip Law—Project Manager, SCAG at (213) 236-1800

Viggen Davidian—Consultant Project Manager, Meyer, Mohaddes Associates at (213) 488-0345

Clarissa Filigioun—Consultant Public Outreach Task Manager, The Robert Group at (323) 669-9100



Source: SCAG CTP 2025 Highway Network



Meyer, Mohaddes Associates, Inc.

An Iteris Company

Focused Area



NOT TO SCALE

Ontario Airport Ground Access Plan

Study Area